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Tea was afterwards served, and the institution was inspected by the visitors.

SUN & WANE EXTRADITION

There is a strange irony about the fact that the first important measure passed by the enlarged and more representative Legislative Council of India should have been one which the Viceroy himself admitted may be justly called a repressive measure—a measure designed to put a stop to the dissemination of the Gospel of Anarchy through the Press. Since the old Act which licensed the Press was repealed in 1835, the Press of India has been free except for two short periods—one year during the Indian Mutiny and again from 1878 to 1881, when a portion of the vernacular Press was controlled to some extent by a special Act, the object of which, like the one just passed, was to prevent, and not to punish, sedition. It was a very defective piece of legislation and was repealed nearly thirty years ago. Up to the year 1907 the policy of the Government was one of extreme forbearance—which in 1907 was recognised to have been excessive and mistaken, for the Government had to confess that the Press had gone from bad to worse, and that the deliberate efforts made by a number of newspapers, both in English and the vernacular, to inflame the minds of the people, to encourage ill-will between the classes, to promote active hostility to the Government, and to disturb the public tranquillity in many different ways, had had their inevitable results in outbreaks of lawlessness. The Government were then forced to take steps to repress by firm action under the penal law the preaching of the Gospel of Anarchy, but the law has proved ineffectual. A certain number of

The facts set forth in this statement were not disputed by the critics of the Bill, whose main objection to it was that in spite of what the Government said to the contrary—ample powers already existed for dealing with a seditious Press. They did not deny that the freedom of the Press had been greatly abused, but said a law which required every publisher to deposit security against the publication of seditious matter would tend to extinguish the native newspaper Press of

The results of the Hygiene Competition, instituted by Sir Matthew Nathan, for Hong Kong schools, have just been announced. The tabulated results are as follows:—

The Dreadnought cruiser, the *Invincible*, which has just been made the subject of

There are two depressions, one to the North of Japan, the other over the Pacific to the North of the Bonins. They are moving Eastwards.

Forecast is lightest over the southern valley.
 Fresh to strong monsoon may be expected in the Fung Tsing Channel and the N. part of the China Sea.

— Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.04 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

Hongkong & Neighbourhood	N. to N.E. winds, moderate or fresh; fair.
Fernosa Channel	N.E. winds, fresh to strong.
South coast of China between Hainan and Lamoochi	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.

subject over two years ago, that the
institution should be placed on a

Ta Chao, in particular, is celebrated as containing a famous effigy of the princess of the house

(chin pen-paping) prescribed by the regulation instituted by K'ien Lung. The name drawn forth from the urn is hailed amid universal rejoicing as that of the new incarnation, and the Dalai Lama is declared to have "come forth in re-embodiment." 'chun-hui-hi'ian from a Mongol

word signifying "bodily transformation" or metamorphosis; in Chinese, has shen) After a short period of instruction, the newly acclaimed pontiff at the age of perhaps two or three years, is solemnly enthroned (two ch'ang), and during his long ensuing minority he remains, as a matter of course, a puppet in the hands of the Chinese Imperial Ecclesiasts.

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1453.

LOCAL SPORTS

RUGBY CHALLENGE CUP

This match took place on the Club Ground yesterday, when the teams lined up as follows:—
Club: Shaw, Farrier, Kilby, Bailey and Oliver; Blackburn and Claxton; Chard, Hutcheon, Nelson, Mcraith, Robertson, Lester and Young.
Army: Harrison; Capt. Groves; Raines, Lt. Bagnall, Lt. Williams, Kelly, Frost and MacGregor; Capt. Loring and Lt. White; Lta. Thickhouse, Aston and Allen, Edwards and Morgan.

The Club kicked off two men short, and Oliver was brought down on the run from a pass by Claxton. A scrimmage in the Club twenty-five gave the military men a good opening, and Kelly clearly ran the ball past the Club three-quarters and passing to Thickhouse the latter scored a try, downing the ball in a good position. The kick was taken by Edwards, but he failed to convert. For a time the soldiers had the best of exchanges, but eventually the Club three-quarters were down the Army defence, and a clever run by Kilby and Claxton resulted in Claxton scoring a try, which was converted by Mcraith. Bagnall immediately afterwards had a grand opportunity and looked like scoring when he was brought low by Tetter. From a scrimmage in the Military twenty-five Hutcheon got away and scored a try, and although the kick was from a difficult angle Mcraith scored with a magnificent shot. The Club continued to press and a try resulted from a scrimmage in the vicinity of the Military goal line. Half-time arrived with the scores:—
Club, 2 goals ... 10 points
1 try, ... 3 points
Army, 1 try, ... 3 points

The Club opened the second half strongly and a few minutes from the kick-off added a try from a scrimmage within the Army twenty-five, but again Mcraith failed to secure full points. Continuing to press, a grand run by Blackburn and Claxton finished with Mcraith scoring the leather and scoring a try. The kick was taken by Hutcheon and he had hard lines in failing to add points, the ball missing the upright by inches. Oliver scored a try from a pass from Claxton and this was converted into a goal by Mcraith. The Army made a desperate attempt to reduce the lead and on one occasion Edwards was within an ace of scoring when he was brought down by Farrier. In the last few minutes of the game Oliver got to within a few yards of the goal-line with the ball when he was downed by Bagnall, but Chard scored the ball and scored a try, and Mcraith kicked for full points. Another try was scored by Claxton and converted by Mcraith, and again before the whistle sounded for time Kilby scored a try, which was also converted by Mcraith, and the game ended in an easy win for the Club with the scores:—
Club, 6 goals ... 30
3 tries ... 9
Army, One Try ... 3 points

THE CANTON REGATTA

A BLUR ON HONGKONG SPORTSMEN.
The following remarkable letter, written by the secretary of the Canton Rowing Club to the secretary of the Victoria Recreation Club in Hongkong, while creating surprise and probably considerable indignation, certainly requires an explanation. Hongkong sportsmen, bearing a few scarcely worthy of the name, are fair, square and above board, and it is this fact that makes the letter from neighboring sportsmen most inexplicable. Mr. Lund, secretary of the Canton Rowing Club, writes as follows:
DEAR SIR,—I beg to acknowledge receipt of your favour of the 1st instant but have to inform you that owing to the unimportant nature of the Hongkong Regatta Committee in arbitrarily barring the Canton Rowing Club from competing for the Hongkong Challenge Cup, of which they have been the holders during the past two years, we have decided to cancel our proposed regatta.
(Sd.) E. LUND.
We might mention that Mr. Frank Lammert, secretary to the Hongkong Regatta, has received a letter from Mr. Lund couched in similar terms and withdrawing the names of Canton competitors from events in the premier sailing and rowing event of the Colony. This is decidedly regrettable, and if the fault, as alleged, rests with anyone in Hongkong, searching inquiries should be made and the matter amicably settled.

BOXING

The various bouts which are to be brought off at the V.R.C. on Saturday night will be refereed by Mr. A. Rodgers, while Mr. W. Logan, and Mr. W. S. Bailey will act as judges. The timekeepers will be Messrs. T. Meek and Carl Bunje, while Mr. B. L. Bridger will act as master of ceremonies. The gymnasium is now being fitted up for the coming event, and the programme arranged should be productive of some good sport.

RUPEES

A Press note issued by the Government of Bombay states:—"It has been brought to the notice of the Governor-in-Council that some doubt exists in the public mind regarding the validity of silver coins of obverse before 1862. It is therefore publicly notified that silver coins issued before 1st September 1835, that is to say, all silver coins issued by the Hon. East India Company, bearing merely inscriptions in Native characters, are not legal tender, but that all later coins are legal tender provided that they have not been reduced in weight so as to be more than two per cent. below standard weight, in the case of rupees and half rupees, and more than 12½ per cent. in case of quarter and eighth rupees."

SPORTING NOTES

With a wet Friday and the drizzling rain of Saturday morning, it was not expected that sport of any kind would take place on Saturday afternoon. The clerk of the weather, however, obliged with a respite of a few hours, for which the local sportsmen were thankful, and with the exception of the Telegraph-Civil Service cricket match all the sporting fixtures were gone through with as arranged.

The match on the Club Ground between the "A" team and the Buffs was the principal one of the afternoon. The Soldiers went in first, and as they were fielding rather a weak team it certainly looked odds on them losing a point. Lt. Green went in first and remained there until his team had registered 254, when the Buffs declared. The result was then almost a foregone conclusion, and the Club team did nothing more or less than was expected in making a draw.

The positions on the League table remain unaltered by the results of the games of Saturday, indeed it would seem as if the most likely game to settle the League championship will be that between H.K.C.C. and Telegraphs.

The football of Saturday calls for little comment. The Sailors had all the excitement to themselves with a Small Ships' League match between *Merlin* and *Alacrity*. As this was the first game the *Merlin* team had played in the competition the draw with *Alacrity*, who are at present leaders in the League, would certainly indicate that they have a sporting chance of winning the competition.

The match between the Club and the Yardies was rather a tame affair, the only redeeming feature being the heavy score. McCubbin and Barlow were best for the home team, and the play of Sullivan and Reed for the Yardies was highly entertaining when they cared to exert themselves.

The century by Lieut. Green on Saturday was his second this season, and the other centuries for the season are as follows:—
A. C. B. Elborough 171, 135 and 107 (not out)
S. G. Power 156, 145 and 101 (not out)
Captain Baird 127 and 127 (not out)
W. N. Edwards 119 and 125 (not out)
Lieut. Green 111 and 140 (not out)
W. C. D. Turner 112.

The hockey match between Buffs and R.G.A. in the second round of the Challenge Cup competition was quite as good a game as is likely to be witnessed this season. The Grainers were decidedly unfortunate in having to play with ten men, and had it not been for this handicap the defeat might have been turned to victory. Judging by what I saw of the game the teams were very evenly matched, and the Grainers though defeated were by no means disgraced.

The other matches resulted pretty much as anticipated, the Club defeating the Native Artillery by three goals to two, the United Services winning by four goals to two against the B. O. C., and the Mahatras scoring 13 goals against Queen's College's one.

The draw for the semi-final now reads:—
H.K.C.C. v. 105 M.L.I.
U.S.B.C. v. Buffs.

The first of these ties will take place on the Club Ground on Tuesday, the 8th inst., at 4.45 p.m.

The annual meeting of the C. U. S. B. A. takes place at the Kowloon City Ranges commencing on the 14th inst. The programme is similar to that of the last meeting, the principal event being the Championship, the prize for which is the Soldiers' Club Challenge Cup, a silver medal and \$20. I understand a large number of entries have been received, but the Volunteers will not be quite so well represented as might have been expected.

A polo team is expected to visit Hongkong from Manila, and as the local team have never been able to put up a decent show when they visited the Carnival owing to the adverse conditions, it is fully expected that they will make a strenuous effort to avenge the heavy defeats which have been inflicted.

Several good sports meetings are down to take place about the end of March. The R.G.A., Buffs and L.R.C. have each notified their intention to hold their annual meetings during the last ten days of the month, and several of the local sportsmen are busy getting themselves in form. Among other events on the Buffs programme are two open events, a mile race open to the Garrison, and a half mile for the native regiments.

There is a capital entry for the Hongkong C.C. Tennis Tournament, in the six competitions there being 145 entries. For the championship singles the following have entered, the winner to meet Mr. C. A. Carr, present champion.—Capt. G. T. Brydley, Dr. Aubrey, P. Kilmear, Capt. J. A. Murray, Lieut. S. E. Green, C. Wilson, M. B. Harris, R. D. Crawford, A. C. Elborough, A. David, B. F. C. Master, H. Hancock.

Two good boxing matches are being fought on Saturday night, the V.R.C. gymnasium, on Saturday night, and the other, which has been arranged by Mr. R. H. Whitaker, will be brought off at the City Hall on the 12th inst.

The competitions at the V.R.C. should furnish good sport. The main event will be between the two Williams. The clever middleweight of the *Adonis* is billed to go fifteen rounds with the sturdy Bandman of the Buffs, and although the musician has advantages in weight, height and reach, he lacks the science of the sailor, who has not been defeated on the China coast, and will probably uphold his reputation on Saturday. Another good mill will be the six round contest between Soaman Mustard and Sky Kerriest, whose interesting battle at the Stadium will be fresh in the memories of those who follow the sport.

The event which promises to eclipse all previous contests in the East, however, is the big fight which will take place in the City Hall on Saturday week between Bill Lewis and Betting Sims, of the U.S.S. *Wilmington*. The Australian is preparing for the fray in his training quarters at Whitaker's, while the coloured fighter, who has apparently been exercising in any available quarters, made his appearance in the V.R.C. last night, and greatly impressed many of those who watched him. Sims is at present somewhat of a favourite, and there is plenty of his money floating about, but no doubt this will all be covered before the night of the battle. Admirers of Lewis, alias Lyn Truscott, who take it up, will probably have cash in hand on Sunday morning.

H.M.S. "MINTAURE"

DEPARTURE FOR THE CHINA SQUADRON

The Naval and Military Record of the 2nd ult. has the following concerning the new flagship of the China Station:—
The cruiser *Minto* left Portsmouth on Monday the 24th inst. A month ago she was commissioned at Chatham by Captain G. C. Cayley and a navigating party from Portsmouth Barracks, and after provisioning at Sheerness she proceeded to Portsmouth, where her equipment was completed. On January 18th her bunkers were filled from the collier *Greenhill*. It was a wretched day for the work, cold showers of sleet and rain drenching the crew, and strong winds making the work more difficult. Under these disagreeable conditions, and with several minor delays, caused by gales breaking, an average of 148.6 tons an hour was not a bad first performance. In 73 hours 1,415 tons were taken in. On the following day, having filled the tanks with oil fuel, the engineer's department was ready.

Vice-Admiral Sir A. L. Windey joined the ship on Monday, being received by Fleet Capt. Cayley, the crew being fallen in by divisions on the jetty. After the introduction of the officers, Admiral Windey went below, and later was joined by the Commander-in-Chief at Portsmouth (Admiral Fanshawe), who came to wish him farewell.

The marine detachment, commanded by Maj. Topman, R.M.L.L., is the first detachment to be armed and equipped with the new pattern short rifle and the known leather equipment. The old buff leather outfit was very smart in appearance on ceremonial parades, but wholly unsuited for the rougher usages of ship's life, and the advent of the newer pattern, which is strong and serviceable and comfortable to wear, has been hailed with satisfaction by the *Minto*'s crew. Capt. Cayley has established himself in the confidence and respect of the ship's company by the speech which he made a few days ago. He emphasised the importance of all ranks being inspired with a sense of duty. He appealed to the men to keep sober and cheerful and to cultivate the qualities which make for good comradeship, and said that in such aims he was at the secret of a happy ship's company and a pleasant service.

Shooting, cricket, football, hockey, and other sporting teams have been formed, and it is hoped that these will acquire themselves with credit during the commission. The recently-published gunnery returns have been read with much interest, for the China squadron has first place in order of merit, and the *King Alfred*, which the *Minto* relieves, brings home with her the honours of the station. No effort will be spared by the new flagship to maintain these high standards of efficiency, and, if possible, to create new records during her term of service there.

The following is the *Minto*'s programme up to date:—
Port. Arrive. Depart.
Malta 7th February 9th February.
Port Said 12th February 12th February.
Suez 15th or 14th
Perim 18th February 19th February.
Colombo 26th February 28th February.
Singapore 5th March

BEGGING FOR CHARITY

The Sphinx Club, an organisation chiefly composed of gentlemen concerned in advertising, dined together recently at the Hotel Cecil, Mr. Balcan Balch being the chair, when the subject afterwards discussed was "Advertising charity, and advertising for charity."
The Hon. Sydney Holland, whom the president had described as "the best beggar in London," gave an amusing account of how he had successfully appealed for the Poplar and London Hospitals. Para advertising, he was bound candidly to say, did not help a hospital. To be of any use the advertisement must be original. It was no good to advertise "Funds urgently needed. We owe £250,000, and we want to pay it off." What he advertised was "Never in debt, and never will be." People were always ready to help those who were not in debt. (Laughter.) It took him fifty miles of writing to raise £100. He had tried to reduce begging to a science, and the secret of that begging was that to be successful in it one must work. Advertising at so much a line was a good basis, and publicity was of enormous importance, but what was wanted was to appeal to the emotions, and to humorous side. Sometimes, he remarked, it is an advantage if you call a lady names which you have no business to call her. (Laughter.) But the best way was writing letters, either with a sob or a smile. One day he saw a party of Americans going to see the Tower. "Why don't you come to see Poplar Hospital?" he remarked. They took his advice and accompanied him. When they were going out he put the money-box before them. Each put in a sovereign, and when leaving, one of them said, "Well, sir, I've got to say, it is that you have all the instincts of a swindler." (Laughter.) Lord Collins and Sir John Kirk also spoke.

THE RESPONSIBILITY OF SHIPOWNERS

Justice Williams, at the Southern Circuit Court, last month gave judgment in a case, affecting the responsibility of shipowners.
The action was brought in respect to short delivery of bananas carried in the steamer *Mer de Lorraine*. The vessel discharged at the Surrey Commercial Dock, and the shipowners claimed that they were protected by the pilchard clause in the bill of lading. The plaintiffs were Messrs. Toye & Sons, and the defendants were Messrs. Larrington & Co.

His Honour said the plaintiffs sought to recover a sum of £31 17s, being the value of pilchard fish the defendants failed to deliver. By the bill of lading the defendants admitted that they received in the vessel five bales of pilchard of good order. It was proved that four bales and a portion only of the fifth were delivered. The bales were wrapped in calico and kept fast by iron clamps. When a lighterman applied for them, he was told that one bale in the hold of the ship had been broken open, and some portions of it taken away. Counsel for the defendants had asked him to write at the conclusion that the defendants failed to deliver. He said that the loss of the pilchard was due to pilchard, and that by the terms of the bill of lading the defendants were not responsible for pilchard. One witness stated that he had seen a man with a crook getting up portions of the pilchard out of the hold, but he could not accept this evidence, and he had come to the conclusion that there had been no loss by pilchard. He arrived at the conclusion that the loss was due to the defendants' servants, and that the defendants were responsible for such act unless they were relieved by the words of the bill of lading. The clause respecting insurance could not cover the theft of the material. It was admitted that there were no words in the bill of lading directly relieving the defendants from responsibility for the felonious acts of their servants. It was concluded, however, that the words of the second and third conditions were sufficiently general to do so. He regarded the words "any of the causes above mentioned" as referring to and including only the causes mentioned in the second condition.

Counsel had directed his attention to a judgment of Mr. Justice Pickford in which, it was said, the learned Judge had put a construction on the general words contained in the second and third conditions sufficiently wide to afford a defence to the plaintiffs' case. The case was reported under the name of "Marriott v. Teo" (1913) 110 T. L. R. 675, 676.
This condition in that case contained these words: "The steamer, her owners, and charterers are not responsible for any loss, damage, injury to or pilchard of their baggage or effects, by whatever cause or in whatever manner the matters aforesaid may be occasioned," and at the end of the condition were these words, "the passengers taking upon themselves all risk whatever of the passage to themselves, their baggage, and effects." It was sufficient to say that in the case of *Marriott v. Teo* there were no such words as those on which Mr. Justice Pickford relied in construing the condition in the case before him. He could not find the defendants had relieved themselves from their responsibility for the felonious acts of their servants by the use of clear and unambiguous language, and he therefore gave judgment for the plaintiffs for the amount claimed with costs.

BRITISH NAVAL HARBOURS

"UNHAPPY SELECTIONS."

In the recent past, remarks the Naval and Military Record, we have not been quite happy in choosing our sites for naval harbours and anchorages. Dover Harbour is a case in point, and the recent accident to the destroyer *Eden* has clearly exemplified the lack of shelter afforded by the very costly breakwaters enclosing this limited area of open coast. The outlay of nearly four millions sterling might have been warranted when France was a strong sea power and unfriendly to this country. Today, the Dover Harbour refuge has not been justified by any expert, and there is no clear explanation of its utility either in peace or in war. It is a case in point, with France it may prove of some value. As a winter refuge for shipping it appears to be far from safe. Again, under Earl Spencer's administration of the Navy we built docks and breakwaters at Gibraltar that are exposed to destructive artillery fire from Spanish batteries, and we did this in the face of a timely warning from Gen. Crease, R.M.A. That warning was pigeon-holed at the Admiralty and forgotten. After the completion of one dock at Gibraltar, Mr. T. G. Gibson, M.P., raised his somewhat belated protest, and secured the appointment of a Commission. That Commission admitted that both docks and works were liable to destruction from the fire of modern guns, and reported that the works ought to have been constructed on the other side of the Rock. It was then too late, however, to do anything except complete the docks and docks. Thus, it is possible that the defence of Gibraltar may some day come to rest with four thousand men in Spain. In view of three mistakes in the past, the country would be glad of an assurance from the First Lord of the Admiralty that his naval advisers are still satisfied with the Royston site.

TRADE-MARKS IN JAPAN

Mr. E. F. Crowe, the British Commercial Attaché at Yokohama, has reported to the British Board of Trade that he has received a communication from the Director of the Patent Bureau to the following effect:—
"In consequence of the coming into operation of the new Japanese Trade Mark Law on November 4th, 1909, p. 208, a mark known to the public to belong to a certain person now receives an indirect protection under Article 11, (5) which prohibits the registration of marks identical with, or similar to, marks belonging to another person, which are well known to the public, and are used on the same kinds of goods. While the advisability of obtaining the registration of trade-marks remains undiminished under the new law, the owner of an unregistered trade-mark, should be desirous to enjoy the benefit of the provision referred to, must make it clear that his mark is well known to the public, and in order to establish this fact it is now sufficient to say that a specimen is filed at the Japanese Patent Office. Accordingly, in sending specimens of unregistered British trade-marks to that office, it is now highly desirable to state where, and how long, the marks have been used and to give any particulars which establish the fact that they are well known to the public."
Mr. Crowe adds that in future, therefore, when owners of British trade-marks send copies of their marks to him, with a view to their transmission to the Japanese Patent Bureau, it is advisable that they should comply with this recommendation of the director, but he again observes that it is far safer to register marks than to trust to this indirect form of protection.

NOTES AND NEWS

Expectations are well understood in German circles that the possibility of the possible hemp plant *Musa sativa*, to the climatic conditions of the East African colony, and a fair degree of success has been attained in the exploitation of an indigenous hemp plant, closely allied to the Philippine variety, the *Musa encels*.

It is said aviation is not considered orthodox among Mussulmans. M. de Caters has given his impressions to a Paris contemporary of his visit to Constantinople. He says the Turks and Arabs greatly amused him. The Koran says that only God is able to exalt himself above men, so one can imagine how awestricken Turks were when they saw me in my aeroplane above their capital. They looked upon me as a demi-god. As to the bazaar, most of the Turks did not dare approach it. Those who did made their salams to it.

NEGOTIATIONS FOR WINE TRUST.
Negotiations are about completed for consolidating all the still wine and champagne concerns in the United States into one wine trust, to run a monopoly of the wine business on modern trust methods. About 25 companies are considering the proposition, and the principal difficulty at present is to induce the directors of some of the companies to disclose the details of their business transactions for several years, so that companies hitherto in opposition to them may know precisely how the various enterprises stand.

THE RECENT GENERAL ELECTION produced twice as much literature as any that has ever preceded it. Both parties have ordered posters and leaflets literally by the million. The printers have been busier than ever before. One of the features, too, of the election has been the steady sale of speeches reprinted in handbook form. As a rule, speeches and leaders' manifestos have to be circulated gratuitously. But in this election the handy volumes of speeches by distinguished politicians have sold by thousands for several weeks.

THE CAUTION OF BERT-BERT.
The *Ping Pong* states that Doctors Emerson and Stanton have practically definitely proved the rice theory of the causation of beri-beri in a pamphlet entitled, "The Etiology of Beri-beri," which is issued from the Federated Malay States Institute of Medical Research. Exhaustive experiments with fowls showed that white milled rice produces beri-beri because the outer cover of the grain is destroyed by polishing, which removes the phosphorus. The conclusion arrived at is that beri-beri can be prevented by substituting for white rice other rice in which the polishing process has been reduced to a minimum.

THE UNIVERSITY OF PARIS.
Not only is the University of Paris almost as big as that of Edinburgh, but it is just as cosmopolitan in regard to its students. It seems to look there as they did in the middle ages, not only from all parts of Europe, but to-day from all the divisions of the world. There are now enrolled in the "Album" 115 students from Great Britain, 107 from the United States, 165 from Egypt, 233 from Roumania, 231 from Germany, 139 from Austria-Hungary, 1,356 from Russia. Other countries represented are Bulgaria, Greece, Canada, Mexico, Panama, Buenos Aires, Rio de Janeiro, China, and Japan. In the case of the Turkish Hungarians, and Argentines, these are sent by their own Governments. It is not only Paris, we are told, that is so favoured. Some of the provincial seats of learning have a good percentage of foreign students. Twenty years ago Paris had on her books only 457 students, compared with 5,000 to-day.

AN HISTORIC CHAPEL.
At Roscoff, in Brittany, there is a little granite chapel which is associated with the landing there in 1582 of Marie Queen of Scots, the age of five. Locally the chapel is sometimes called by the name of the Scottish Saint Ninian, but more often La Chapelle de Marie Stuart, and is a source of great interest both to British and French visitors, from the tradition that it was built to commemorate Mary's safe landing at Roscoff, and her escape from the ships of her grand-uncle Henry VIII. The late Marquess of Dufferin saw the building from removal, and noted certain repairs on it. "The chapel fell into a sad state of neglect and was used externally as an advertising station, and internally as a wood store. Lord Guthrie, son of the famous diving, visited the Roscoff Chapel, and struck with its vicissitudes, made an appeal to prevent its falling into utter ruin. The appeal was successful, and the safety of the little sanctuary is assured for many years to come."

THE "EMPIRE" FLEET

LAUNCHING OF THE FIRST VESSEL

The first of the destroyers which are being built to the order of the Commonwealth Government at Glasgow was launched from the yard of the Baird Shipbuilding and Engineering Company (Limited) last month. The vessel forms the first unit of the Australian Fleet to be established in accordance with the policy outlined by the recent Defence Conference and the programme as approved by the Commonwealth Parliament. This, therefore, is an important occasion as being the commencement of a new policy of Imperial naval defence, and it being the desire of the Commonwealth Government to mark the occasion by the presence of a Representative in London, Captain R. Muirhead Collins, to invite, on their behalf, Mr. Asquith to perform the naming ceremony. Mr. Asquith accepted the invitation. The boat is called the *Parramatta*. *Parramatta*, though an aboriginal Australian word, will be probably quite familiar to many Englishmen, for it was on the *Parramatta* River that some of the greatest races for the world's sailing supremacy were contested. On the *Parramatta* River, which is not really a river, but a salt-water arm of Port Jackson—was, too, built the first permanent Government House in Australia. That house still stands—a good example of Georgian architecture—but is no longer used as a viceregal residence. The first of the Australian warships, a destroyer of the "River" class, is thus very aptly named, since "*Parramatta*" recalls at once the foundation of Australia and the athletic prowess of the British race which has grown up there. The decision to build these "River" destroyers was come to by Australia before the assembling of the last Defence Conference. Their construction was decided upon by Mr. Deakin, and a change of Government following—the actual order for the vessels was given by Mr. Andrew Fisher, leader of the Labour Party. It is interesting to recall that the first stipulation made by this Labour Prime Minister was that the Australian warships were to be built to the order of the Commonwealth Government, and that the British Admiralty and under a system of organisation suggested by that

body. The *Parramatta* will be the first vessel of that Fleet, and in effect, the first vessel of the new Imperial Fleet. Its launching has three-fold some historic significance, which fact was wisely recognized by the Australian Government's request, and Mr. Asquith's acceptance of that request, in regard to the launching.

Under the scheme to which practical form is now being given, the Australian Unit of the Eastern Fleet is to replace the squadron, towards the maintenance of which the Commonwealth has hitherto been contributing £200,000 a year. The proposal for the Commonwealth to provide a Naval Unit was made with the object of that Unit acting in concert with similar Units on the China and East Indian stations. The three units are to consist of a minimum total of thirty-nine ships, namely, three armoured cruisers, nine unarmoured cruisers, 18 destroyers, and nine submarines, which are to constitute the Eastern Fleet of the Empire. It was agreed at the Imperial Defence Conference, subject to the approval of the Federal Parliament, that the Commonwealth should provide a Fleet unit to consist of one armoured cruiser of the new *Indomitable* type, at a cost of £2,000,000; three unarmoured cruisers of the *Bristol* type, at a cost of £350,000 each; six destroyers of the "River" class, at a cost of £80,000 each; and three submarines of the "C" class, at a cost of £35,000 each; making a total of £3,695,000. The £2,000,000 which was voted in 1908 and placed on a trust fund is being expended on the construction of three of the destroyers. The total annual cost in connection with the maintenance of the Fleet Unit, pay of personnel, Australian rates, cost of training and subsidiary establishments, and interest and sinking fund is estimated at £785,000. To this the Imperial Government has offered to contribute £250,000 a year for a time. It is proposed that Australia's present contribution to the naval defence of the Empire of £200,000 a year shall merge in the new arrangement as soon as the new Australian Fleet Unit takes the place of the existing Australian Squadron, which, it is estimated, will be about July 1, 1912, or two and a half years hence.

The financial measures necessary to put the scheme into effect include a naval loan of £3,500,000, bearing interest at not more than 3½ per cent. per annum. This, with the £250,000 already voted and placed to a trust fund, will make the total amount available for expenditure on the Australian Unit £3,750,000. When the annual Imperial contribution of £250,000 is allowed for, the Fleet Unit will cost £3,500,000 a year. Allowing for the present contribution of £200,000 a year, this means a saving of more than is paid by the Commonwealth at present, while it is expected that the long-run expenditure, which amounts to £80,000 a year, will be saved, so that the extra cost of the new naval scheme is estimated not to exceed £256,000 a year more than the existing contribution.

THE CANADIAN NAVAL PROPOSALS.
In moving the second reading of the Naval Service Bill Sir Wilfrid Laurier announced the intention of the Dominion Government to build a projected force of eleven ships in Canada, despite the additional cost. As soon as the Bill has passed the Government will call for tenders to plant to build the ships. The Premier could not say how long it would take, but he has said the suggestion that it would take a year to establish the plant, and then four years to build the vessels. The Government will establish a new Department to administer the force. In negotiating the proposal for an emergency contribution for the present crisis, Sir Wilfrid Laurier said he saw no cloud of danger for Great Britain at present. In 1912 Great Britain would have 2,000,000 tons and Germany 930,000 tons. Germany and England were historical friends, and the increasing power of democracy would tend to prevent war.

THE KING'S DOUBLE

A LAIRD WHO WAS OFTEN TAKEN FOR HIS MAJESTY

The death took place recently at Innerwick of Mr. Richard Hunter, Laird of Thurston, an extensive landowner in Haddingtonshire, who, owing to his extraordinary likeness to King Edward, was known as "the King's double." A good linguist and of considerable wealth, Mr. Hunter travelled much abroad, and was mainly while on the Continent that these embarrassing mistakes were made. On one occasion he was staying at the Hotel, Regina, Paris, and his apartments were put under special guard, evidently with the intention to ward off inquisitive visitors. Another time, on entering a noted Paris restaurant he was amazed when the band struck up the National Anthem, and the occupants of the tables respectfully rose and bowed as he passed in. At different Continental resorts he frequently found himself surrounded by admiring crowds, and the difficulty in explaining the mistake was very largely added to by the unwillingness of the fashionable people to believe that he was really not the King. Mr. Hunter took considerable interest in agricultural shows, and as his Majesty is also keenly interested in prize fighting it was often whispered round the show that the King was present inognito, while in reality it was only Mr. Hunter. The situation was often very embarrassing indeed to an unassuming country gentleman.

THE STATE AND THE BANK

PROPOSAL TO ISSUE £1 NOTES IN ENGLAND

The Banking and Currency Committee of the Association of Chambers of Commerce have prepared a report which contains some interesting recommendations which will be discussed at the jubilee meeting of the Association of Chambers of Commerce, which will open on 15 March, at the Hotel Metropole. The committee recommend that in view of the fact that an opportunity for the revision of existing arrangements between the Bank of England and the State will occur in 1911 the Government should nominate a committee to consider and advise as to how far it is desirable to modify such arrangements, in the interests of the State. It is also suggested that fuller information should be available to the public periodically (say, monthly) as to the figures of all banks, showing their immediately available resources in detail, stating separately discounts, advances, balances with bankers, and also their liabilities, stating separately deposits and current accounts, acceptances, etc., each in hand, cash at Bank of England, and cash at call and notice. The committee also propose that the Government should hold a reserve in cash, against the deposits in the Trustee and Post Office Savings Banks, sufficient to provide means for meeting any probable sudden demand on the part of depositors, thus avoiding the necessity, in such a case, for putting pressure upon the money market in times of difficulty. Another interesting recommendation is that the Bank of England should issue £1 notes, under similar conditions to the notes now issued, so as to increase the proportion of coins to securities held in the issue department, but with the proviso that such £1 notes may be issued, four-fifths against bullion and one-fifth against securities, so as to provide for the expenses of issue.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed "DAILY PRESS," only, and should be sent to the Manager, The Hongkong Daily Press, Ltd., 11, Queen's Road Central, Hongkong. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12. Telegraphic Address: Press Codes, A.B.C. 8th Ed. Lieber's.

NEW ADVERTISEMENTS

TO LET

NO. 24, WYNDHAM STREET, 4-Roomed House. Apply to—
E. A. & C. F. DE CARVALHO,
14, Arbuthnot Road.
Hongkong, 4th March, 1910. [365]

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. Taking Cargo at through rates to Panama, Gulf and Ecuador, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI," will be despatched as above on TUESDAY, the 15th inst., at Noon. For further particulars regarding Freight and Passage, apply to—
CARLOWITZ & Co., Agents.
Hongkong, 4th March, 1910. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers

From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessels are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared by the 9th inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by us in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be allowed after the 10th inst. at 4 p.m. at Godowns.

E. A. HEWITT, Superintendent.
Hongkong, 3rd March, 1910. [1]

SALON-CINEMA THEATRE WYNDHAM STREET (Opposite Post Office).

TWO PERFORMANCES DAILY 6.30 p.m. Full Price; 9.15 p.m. Full Price.

Miss ADA KING, Ballad Singer.
Miss RUBY CRYSTAL, Soprano.
CARL WALLNER, Versatile Comedian.

LATEST NOVELTIES IN FILMS. PROGRAMME CHANGED MONDAYS AND FRIDAYS.

MATINEES: (SATURDAY AND SUNDAY, AT 4 P.M. 30c)

"SOLIGNUM."

A perfect preservative stain for Wood, Stone and Brickwork. It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Sudan, etc.

In Drums and Barrels of Various Colours, Prospectus and all further information from the Band of the 13th Rajputs will play on both days from 2.30 to 6 p.m.

HONGKONG CLUB. NOTICE. THE SEVENTEENTH HALF-YEARLY MEETING OF THE HONGKONG CLUB, PAYABLE ON THURSDAY, the 31st March, 1910, will be held at the CLUB HOUSE, at 11 o'clock a.m. on FRIDAY, the 18th March, 1910. Bearers of Debentures are invited to attend the Drawing.

By Order, JAMES CRAIK, Secretary.
Hongkong, 3rd March, 1910. [361]

HONGKONG CLUB. NOTICE. APPLICATIONS will be received by the Undersigned, up to the 20th March, 1910, for the Post of ASSISTANT STEWARD to the above Club. Salary commencing at \$125 per month, with Board, Lodging and Library provided. Applicants should be unmarried, as residence on the Club Premises is essential. By Order, JAMES CRAIK, Secretary.
Hongkong, 3rd March, 1910. [362]

WANTED. A CHINESE CLERK, with experience of General Office routine, and competent Typewriter. Apply by letter to—
"518,"
Care of "Daily Press" Office.
Hongkong, 2nd March, 1910. [352]

NEW CARTRIDGES. BY popular English Manufacturers. In all Bore and Sizes. SMOKELESS POWDERS AND CRILLED SHOTS. From No. 10 to 55SG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety. Inspected & Approved. WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [1314]

PUBLIC COMPANIES

HONGKONG FIRE INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS. THE FORTY-FIRST ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned at 12 o'clock (Noon) on WEDNESDAY, the 9th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th February to the 9th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong Fire Insurance Co., Ltd., Hongkong, 15th February, 1910. [297]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE FORTY-FIRST MEETING OF SHAREHOLDERS in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 10th March, 1910, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from 25th February to 10th March, both days inclusive.

By Order, H. F. HICKMAN, Acting Secretary.
Hongkong, 17th February, 1910. [300]

THE CHINA-BORNEO CO., LTD.

NOTICE TO SHAREHOLDERS. THE SEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, 81, George Street, at Noon, on TUESDAY, the 15th March, 1910, to receive a Statement of Accounts to the 31st December, 1909, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st March to the 14th day of March, both days inclusive.

THE CHINA-BORNEO Co., Ltd., W. G. DARBY, General Manager.
Hongkong, 28th February, 1910. [346]

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE TWENTY-FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the Office of the General Managers, St. George's Buildings, Victoria, Hongkong, on SATURDAY, the 19th day of March, 1910, at 11.30 o'clock a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1909, declaring a Dividend and electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 10th day of March, 1910, until SATURDAY, the 19th day of March, 1910, both days inclusive.

SHEWAN, TOMES & Co., General Managers.
Hongkong, 3rd March, 1910. [357]

GREEN ISLAND CEMENT CO., LTD.

LOST. CERTIFICATE of 50 Shares standing in the name of Mr. W. Y. K. has been LOST.

Serial No. 9991-188693/188742-50 Shares. NOTICE IS HEREBY GIVEN that Duplicate Certificate for this said 50 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & Co., General Managers.
Hongkong, 18th February, 1910. [309]

HONGKONG HORTICULTURAL SOCIETY.

FLOWER SHOW IN THE BOTANIC GARDENS, TUESDAY, 8th MARCH.

Open 2 p.m. to 6 p.m. Admission \$1. The Prizes will be distributed at 5 p.m. on WEDNESDAY, 9th MARCH.

Open 10.30 a.m. to 3 p.m. Admission 50 cts. 3 p.m. to 6 p.m. Admission 20 cts. Children Half-Price. Tea will be obtainable on the Grounds. By Permission of Col. PATER and OFFICERS the Band of the 13th Rajputs will play on both days from 2.30 to 6 p.m.

Hongkong, 2nd March, 1910. [350]

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By Order, JAMES CRAIK, Secretary.
Hongkong, 3rd March, 1910. [361]

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Hongkong, 3rd March, 1910. [362]

WANTED. A CHINESE CLERK, with experience of General Office routine, and competent Typewriter. Apply by letter to—
"518,"
Care of "Daily Press" Office.
Hongkong, 2nd March, 1910. [352]

NEW ADVERTISEMENTS

TO LET

NO. 24, WYNDHAM STREET, 4-Roomed House. Apply to—
E. A. & C. F. DE CARVALHO,
14, Arbuthnot Road.
Hongkong, 4th March, 1910. [365]

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. Taking Cargo at through rates to Panama, Gulf and Ecuador, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI," will be despatched as above on TUESDAY, the 15th inst., at Noon. For further particulars regarding Freight and Passage, apply to—
CARLOWITZ & Co., Agents.
Hongkong, 4th March, 1910. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers

From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessels are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared by the 9th inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by us in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be allowed after the 10th inst. at 4 p.m. at Godowns.

E. A. HEWITT, Superintendent.
Hongkong, 3rd March, 1910. [1]

PUBLIC COMPANIES

HONGKONG FIRE INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS. THE FORTY-FIRST ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned at 12 o'clock (Noon) on WEDNESDAY, the 9th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th February to the 9th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong Fire Insurance Co., Ltd., Hongkong, 15th February, 1910. [297]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

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By Order, H. F. HICKMAN, Acting Secretary.
Hongkong, 17th February, 1910. [300]

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The TRANSFER BOOKS of the Company will be CLOSED from the 1st March to the 14th day of March, both days inclusive.

THE CHINA-BORNEO Co., Ltd., W. G. DARBY, General Manager.
Hongkong, 28th February, 1910. [346]

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Hongkong, 4th March, 1910. [365]

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From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



UNVALUED FOR
THE SAME TO-DAY AS
150 YEARS AGO

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]



Superior to Emulsions or Cod Liver Oil.
Each tiny Morrhua capsule represents the medicinal value of a teaspoonful of oil.
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
Sold in Bottles of 100 Capsules.
Sold by all Chemists.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD "DOCK".
A.1. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK No. 3.

Extreme Length	722 feet
Length on Blocks	714 "
Width of Entrance on Top	964 "
Width of Entrance on Bottom	884 "
Water on Blocks at Spring Tide	34 "

DOCK No. 1.

Extreme Length	523 feet
Length on Blocks	513 "
Width of Entrance on Top	884 "
Width of Entrance on Bottom	804 "
Water on Blocks at Spring Tide	62 "

DOCK No. 2.

Extreme Length	371 feet
Length on Blocks	350 "
Width of Entrance on Top	66 "
Width of Entrance on Bottom	53 "
Water on Blocks at Spring Tide	22 "

Suitable for vessels up to 1,000 TONS.
THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.
A LARGE STOCK OF MATERIALS is always kept on hand.
The COMPANY has the powerful steam CRANE-MAN (112 tons, 100 I.H.P., specially built for SALVAGE PURPOSES) equipped with necessary gear, always ready for service.

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"C. FRED. LARSEN." Captain Wagner, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.
No Fire Insurance will be effected by us in any case whatever.
All damaged packages must be left in the Godown for examination by the Consignee's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the goods have left the Godown, and all Goods remaining undelivered after the 8th inst. will be subject to suit.
All broken, chafed, and damaged Goods must be left in the Godown, where they will be examined on the 7th inst. at 4 p.m.
No Fire Insurance will be effected by us in any case whatever.
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 2nd March, 1910. [360]

NOTICES TO CONSIGNEES

"SMILE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.
FROM EUROPE.

THE Company's Steamship

"PLINTSHIRE." having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.
No Fire Insurance will be effected by us in any case whatever.
All damaged packages must be left in the Godown, where they will be examined at 9.30 a.m. on the 3rd March. No Claims will be admitted after goods have left the Godown nor will they be recognized if presented after 10 days of vessel's arrival here.
Optional Goods will be landed here unless instructions are given to the contrary.
JARDINE, MATHESON & Co., Ltd.
Agents.
Hongkong, 25th February, 1910. [357]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG." having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 p.m. on the 4th inst. will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by **JARDINE, MATHESON & Co., Ltd.**
General Managers.
Hongkong, 2nd March, 1910. [14]

S.S. "TOKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Cordouan" and "Medon," from Saigon ex s.s. "Sidon" from Bordeaux ex s.s. "Verboeckhe," in connection with above Steamers, are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless instructions are received from the Consignees before 3 p.m. 28th Feb., requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after the 7th inst. at Noon, will be subject to suit and landing charges.
All claims must be sent in to me on or before the 8th inst. or they will not be recognized.
All damaged packages will be examined on the 7th inst. at 5 p.m.
No Fire Insurance has been effected.
P. THOMAS,
Agent.
Hongkong, 28th February, 1910. [2]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co's Steamer

"MACEDONIA"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.
These vessels bring on Cargo—
From London, ex s.s. "Mongolia."
From Calcutta, ex s.s. "Simla."
From Penang, ex s.s. "B. I. S. N. and B. & P. S. N. Co's Steamer."
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared by the 8th inst. at 4 p.m. will be subject to suit.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godown for examination by the Consignee's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the goods have left the Godown.

E. A. HEWETT,
Superintendent.
Hongkong, 3rd March, 1910. [1]

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FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co's Steamer

"MANILA"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.
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E. A. HEWETT,
Superintendent.
Hongkong, 2nd March, 1910. [1]

THE HONGKONG DAILY PRESS, FRIDAY, MARCH 4th, 1910.

THE RETURN OF HALLEY'S COMET.

POPULAR APPREHENSIONS.

By Rev. GEORGE M. ZWACK, B.J.
(Secretary of the Weather Bureau of the Philippine Islands)

For seven months past, scientific and popular periodicals, as well as daily papers, have repeatedly mentioned Halley's comet as due to arrive at its least distance from the earth, some time in May of the present year. Though the time is happily past when soothsayers and astrologers, masquerading as astronomers, predicted "hunger, pestilence, and war, the death of mighty princes, and great calamities" whenever a "hairy star" became visible, if "hazy" without saying that the comet will strike terror into the hearts of the ignorant, should it become so conspicuous an object in the sky as during former appearances—which it is very likely to do. Moreover, some statements have appeared in print which might cause even otherwise well-informed persons to feel some apprehensions regarding the celestial visitor. Wherefore, it seemed desirable to the writer to throw out the whole subject of danger from comets and his promises to "tell the truth, the whole truth, and nothing but the truth," at least to the best of his knowledge, without mistaking any real danger which might lurk in the return of Halley's comet, for the sake of allaying popular fears.

Now, is there any reason for uneasiness on account of Halley's comet? Most certainly not! Fear in this case can only be the result of ignorance, or superstition, or of both combined. Neither of these is very commendable, either singly or combined, aside from the fact that superstition is sinful.

The only possible reasons for fear could, as far as I can see, be one or several of the following: The comet might be a sign of God's wrath; and hence presage impending calamity; or it might have itself some evil influence on our earth; or, finally, might it not fall into the sun and cause us to be roasted alive, or worse still, collide with the earth and precipitate "doomsday"? But the first and second reasons are unreasonable in case of all comets; the third and fourth at least do not apply to the present return of Halley's comet, though there is no denying that such things could happen under different conditions. Let us examine each of these reasons for anxiety.

I. The first cause of fear stated we must dismiss as superstitious. Comets are not signs of God's anger; they are not the fiery rod of the Almighty stretched forth over his naughty children as a warning of coming chastisement. Nor are they some kind of uncanny beings, bent on evil, which God permits to hold sway for our punishment.

No doubt, comets are strange looking affairs. As seen with the naked eye, a large comet usually appears like a star surrounded by a patch of more or less luminous nebulae, which seems to stream out in the direction away from the sun, forming one or more tails, some of which have been known to stretch over 35 to 60 degrees of the sky. The bright, star-like point, which on an average is present in four out of every five comets, is called the "nucleus" (Latin word, meaning kernel) and the surrounding nebulae, being the Latin word, "coma," being derived from the Latin, "coma," however, is not derived from the Latin, but from the Greek, "koma," which means a person of thing with long hair.

Not less bewildering is their behavior. While the fixed stars are, to all intents and purposes, immovable and the planets move all in one direction around the sun and never depart far from the ecliptic, the greatest inclination known being that of the small planet "Eros" (10 deg. min. 50); the comets apparently observe no laws; they move direct or retrograde, and the inclination of their orbits to the ecliptic may have any value between 0 degree and 90 degrees.

Nevertheless, telescopes and spectroscopes, with the aid of mathematics, have proved beyond the possibility of a doubt that, all their peculiarities notwithstanding, comets are celestial bodies which do not differ essentially from the sun and the planets, and that included, that they are composed of matter such as we are accustomed to; and that they follow the universal law of gravitation and other physical laws, as it behooves a somewhat scientific but orderly member of our society. Now, are they not creations when they appear to us, be it even for the first time; they have wandered through space for ages. Halley's comet in particular is an old acquaintance of the human race, since it is a periodic comet—that is, a comet which revolves around the sun like the earth and the other planets of our solar system—and, therefore, becomes visible at stated intervals. Of vastly greater length than that of our earth, and, consequently, the comet needs some twenty years to complete its orbit, while the earth needs only one, does not alter the truth that the comet belongs to our solar system; that is, to the group of celestial bodies which revolve around our sun.

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THE HONGKONG DAILY PRESS, FRIDAY, MARCH 4th, 1910.

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POPULAR APPREHENSIONS.

By Rev. GEORGE M. ZWACK, B.J.
(Secretary of the Weather Bureau of the Philippine Islands)

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Now, is there any reason for uneasiness on account of Halley's comet? Most certainly not! Fear in this case can only be the result of ignorance, or superstition, or of both combined. Neither of these is very commendable, either singly or combined, aside from the fact that superstition is sinful.

The only possible reasons for fear could, as far as I can see, be one or several of the following: The comet might be a sign of God's wrath; and hence presage impending calamity; or it might have itself some evil influence on our earth; or, finally, might it not fall into the sun and cause us to be roasted alive, or worse still, collide with the earth and precipitate "doomsday"? But the first and second reasons are unreasonable in case of all comets; the third and fourth at least do not apply to the present return of Halley's comet, though there is no denying that such things could happen under different conditions. Let us examine each of these reasons for anxiety.

I. The first cause of fear stated we must dismiss as superstitious. Comets are not signs of God's anger; they are not the fiery rod of the Almighty stretched forth over his naughty children as a warning of coming chastisement. Nor are they some kind of uncanny beings, bent on evil, which God permits to hold sway for our punishment.

No doubt, comets are strange looking affairs. As seen with the naked eye, a large comet usually appears like a star surrounded by a patch of more or less luminous nebulae, which seems to stream out in the direction away from the sun, forming one or more tails, some of which have been known to stretch over 35 to 60 degrees of the sky. The bright, star-like point, which on an average is present in four out of every five comets, is called the "nucleus" (Latin word, meaning kernel) and the surrounding nebulae, being the Latin word, "coma," being derived from the Latin, "coma," however, is not derived from the Latin, but from the Greek, "koma," which means a person of thing with long hair.

Not less bewildering is their behavior. While the fixed stars are, to all intents and purposes, immovable and the planets move all in one direction around the sun and never depart far from the ecliptic, the greatest inclination known being that of the small planet "Eros" (10 deg. min. 50); the comets apparently observe no laws; they move direct or retrograde, and the inclination of their orbits to the ecliptic may have any value between 0 degree and 90 degrees.

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MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 15th Mar., 1 P.M.
SHANGHAI KOBE & YOKOHAMA	"OCEANIE" Capt. Sallier	On 28th Mar., P.M.
	"TONKIN" Capt. Sallier	On 29th Mar.

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LONDON and ANTWERP	JAVA	About 9th	Freight only
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Superintendent.

Hongkong, 4th March, 1910.

CHINA NAVIGATION CO., LD.

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AMOI, NINGPO & SHANGHAI	"YOHOW"	On 5th Mar. 4 P.M.
SHANGHAI	"LINAN"	On 6th Mar. 4 P.M.
MANILA	"TAMING"	On 8th Mar. 3 P.M.
SHANGHAI	"ANHUI"	On 10th Mar. 4 P.M.
SHANGHAI	"CHINHUA"	On 13th Mar. 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 14th Mar. 4 P.M.
MANILA	"TEAN"	On 15th Mar. 3 P.M.

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COPENHAGEN and BALTIC PORTS	"YEDDO"	Beginning of April.

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DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST—HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING"	SWATOW, AMOI and FOCHOOW	FRIDAY, 4th Mar., at 10 A.M.
"HAIMUN"	SWATOW	SUNDAY, 6th Mar., at 10 A.M.
"HAIYAN"	SWATOW, AMOI and FOCHOOW	TUESDAY, 8th Mar., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

Swatow for Passengers only.
For Freight and Passage apply to—

DOUGLAS, LAPRAIR & Co.,

GENERAL MANAGERS.

Hongkong, 4th March, 1910.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 4th Mar. 4 P.M.
SHANGHAI	"CHOYSANG"	Monday, 7th Mar. Noon.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 8th Mar. Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Wednesday, 9th Mar. Noon.
SHANGHAI	"YUENSANG"	Thursday, 10th Mar. Noon.
MANILA	"YUENSANG"	Friday, 11th Mar. 4 P.M.

RETURN TOURS TO JAPAN

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

GENERAL MANAGERS.

14

HAMBURG-AMERIKA LINE

DEUTSCHE UNIVERSAL DAMPF-SCHIFF-FARTS-GESellschaft

EAST ASIATIC FREIGHT SERVICE

By the Sailing from JAPAN, CHINA, and PHILIPPINES

to HAVRE, BREMEN and HAMBURG and to NEW YORK

TAKING CARGO at Shanghai, Kobe, and all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA	FOR HAVRE & HAMBURG
S.S. C. FELD LAHSE ... 4th March	S.S. SEGOVIA ... 15th March
S.S. LIBERIA ... 12th March	FOR MANZANILLO & HAMBURG
S.S. ALESIA ... 25th March	S.S. SLAVONIA ... 15th March
S.S. ANDALUSIA ... 8th April	FOR HAVRE & HAMBURG
S.S. SILESIA ... 21st April	S.S. BAKONIA ... 22nd March
	FOR ROTTERDAM & HAMBURG
	S.S. GAMBIA ... 27th March
	FOR MANZANILLO & HAMBURG
	S.S. SPEZIA ... 3rd April

Further Particulars, apply to—

HAMBURG-AMERIKA LINE,

Hongkong, 25th February, 1910.

Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., VIA MOJI, KOBE, YOKOHAMA

HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

STEAMERS	TONS	SAILING DATE
S.S. BUJO MARU	10,500 tons gross	Sail April 27th, at Noon.
S.S. HONGKONG MARU	11,000	June 25th, at Noon.
S.S. KITO MARU	17,200	Aug. 24th, at Noon.
S.S. BUJO MARU	10,500	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000	Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

Hongkong, 31st January, 1910.

TOYO KISEN KAISHA, King's Building.

1462

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO and PORT SAID	ATSUTA MARU	Capt. Wm. Thompson, 9,000	WED'DAY, 16th Mar., at Daylight.
	KANAGAWA MARU	Capt. J. Nagai, 7,000	WED'DAY, 23rd Mar., at Daylight.
	HITACHI MARU	Capt. N. Matheson, 7,000	WED'DAY, 30th Mar., at Daylight.
	MIYAZAKI MARU	Capt. T. Murai, 9,000	WED'DAY, 13th April, at Daylight.
	KAMAKURA MARU	Capt. K. Kori, 6,500	SATURDAY, 23rd April, from Hong.

VICTORIA B.C. & SEATTLE

VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA

SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE

BOMBAY via SINGAPORE, COLOMBO and COLOMBO

Kobe and YOKOHAMA

NAGASAKI, KOBE and YOKOHAMA

SHANGHAI, MOJI and KOBE

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